

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:49 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1260 Const Calendar Day: 833 Date: 15-Sep-2014 Monday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition overcast early am, then clear

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

The Townsend Test (Test IV) for TR's 18 & 19 is complete and cleanup is in progress.

ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

There is work in the field for dismantling and cleanup of TR's 18 & 19. Crews at the Pier 7 warehouse are working an 8-hour shift 0700 through 1530. Working on the CCO operation today are Ironworker Jared Garrett (~0730~1100 & ~1400~1530 for ~5 hrs) and Laborer Carlos (Pedro) Garcia (~0700 to sometime in the afternoon for ~6 hrs). The non-CCO 314 operations elsewhere at the Pier 7 warehouse area at other times in the day are not covered by this diary.

The dismantling operations start today with the laborer dismantling VGO's timber wire runs and the CT-METS timber wire runs – the wire runs were to protect the wires that went from locations of the data logger to the test rigs. The ironworker starts by using a forklift to move the toolbox that CT-METS used to store and protect their data logger and now also stores all of their AE instrumentation gear (wires, sensors, etc) – the toolbox is moved from one of the test rig slabs in the test rig area, through the adjacent parking, to be set next to the south end of the Skyway/OTD trailer where CT-METS has its offices. This is done around 0745 before the parking lot is full of cars (parked or driving).

Next, the ironworker removes the wire ropes at the traffic plates and k-rail at the north ends of TR's 18 & 19. The ironworker and laborer also dismantle the second tent – tarps and frame. This is the TR 19 tent, with the TR 18 tent being previously dismantled. The ironworker and laborer remove sandbags between the k-rail at the north end of TR's 18 & 19 – intact sandbags on pallets and broken sandbags in a trash skip box.

The laborer works at the fence at the east end of the test rig area, separating the test rig setups from the parking lot, to remove sandbags from the fence feet. The sandbags were to secure the fence in high wind, or from any other impact, from falling onto cars in the adjacent parking lot. The fence will be dismantled soon so that it can be taken off rent and the fence will be replaced by k-rail. Intact sandbags are placed on pallets and broken sandbags are put in a trash skip box. Then the loose sand from the sandbags is swept and shoveled. Note that this sandbag removal operation is only on the side of the fence towards the test rigs, because at the other side towards the parking lot, there is not enough room between the fence and the parked cars to take out the sandbags without risking hitting the parked cars – these other sandbags will be removed when the fence is dismantled, providing additional room for access.



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Job Name: 04-0120F4

Inspector Name Brignano, Bob

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Monday

The ironworker works with a forklift to remove the wedged steel plates between k-rail at the north end of TR's 18 & 19, remove the k-rail at the north end of TR's 18 & 19, and remove the longitudinal running k-rail near the south end of TR's 18 & 19.

A 40kW generator – MQ Power 40 – ABF ID 002051 is on idle/standby at the test rig work area. A Hydraulic Pump for running the jacks is on idle/standby at the test rig work area. A compressor (IR185 - ABF ID 002039) is on idle/standby at the test rig work area. An extendable forklift (Gradall 544D - ABF ID 002005) and Hyster 80 forklift (ABF ID 002306) are used by the ironworker. A Kubota Cart is used by the Laborer.

Note that there is k-rail at this work area. All the remaining k-rail at the CCO 314 test rig site is State owned. There are 20 pieces of 10' bought k-rail. Of the 20 pieces, 16 were installed in the most recent test rig setups with 4 as spare/extra k-rail, but some of the k-rail in the test rig setups were removed last week with more removed today.

To elevate k-rail and sandbags, crane mats (built from 12x12's) and timber blocking (12x12's) are used. The crane mat and 12x12's quantities are as follows:

1 each 4'x20' crane mat (1 x 80 LF)

1 each 5'x19' crane mat (1 x 95 LF)

2 each 5'x20' crane mats (2 x 100 LF)

2 each 5'x16' crane mat (2 x 80 LF)

~64 LF additional 12x12's

Total 12x12's quantity = 599 LF ~ 600 LF

The agreed extra work with ABF is as follows:

Ironworker Jared Garrett - 4 hrs

Laborer Carlos (Pedro) Garcia - 6 hrs

Kubota Cart - 6 hrs

Extendable Forklift - 1 hr

Hyster 80 Forklift - 3 hr

12x12 timber - 600 LF

See the attached Extra Work Order - Signed with ABF for CCO 314 work

ITEM 52 FURNISH STRUCTURAL STEEL (BRIDGE)(TOWER):

Today, ABF laborers, ironworkers, and operators are doing miscellaneous demobilization operations at the Pier 7 warehouse, including dumping pallets with kegs of extra A490M Geomet coated assemblies into scrap dumpsters. After starting work Friday 9/12/2014, when about half of the remaining M27 and M30 A490M Geomet coated assemblies were scrapped, the other half are scrapped today. Note that many other M27 and M30 A490M Geomet coated assemblies had been scrapped months ago and these last assemblies were kept as backups until now.

INSPECTOR OT REMARK:

Office 2 hours: ABF is working a shift at the Pier 7 warehouse area between 0700 and 1530, and I am in the field for portions of the morning and afternoon for the TR's 18 & 19 dismantling. I am also in the office for various work related to A354 Grade BD bolts and rods. I work later in the afternoon to assist CT-METS with A354 Grade BD reports, assist the DJV with A354 Grade BD reports, and to review EWB's due in a few days. My shift is 0700 to 1730 and my OT is 1530 to 1730.